

Sector		Proposed TTRO		Wandsworth Council Feedback				TfL Comment
Road Name	Entry	Exit	Explanation	Comment	Notes	In favour?	WBC comments	
<b>Sector 1 - Tooting Bec station and high street</b>								
Tooting Bec Rd		NLT	Reduce traffic from Tooting Bec to Beechcroft Rd	section south of Tooting Bec station is heavily congested with narrow lanes and 'rat-run' situations		No	1) Needs to be reconsidered with the proposed Beechcroft LTN in mind – it could still achieve the desired reduction. Concern over the left turn ban creating rat running in the Topsham Road area to the east of Upper Tooting Road, proposed right turn bans on side roads do not address this. As it is this would create an ongoing issue for the borough and residents. 2) If the Beechcroft removes necessity for the left turn ban can the right turn ban into Balham High Road be removed? This would support the Elmbourne Road LTN and remove a turning ban that has just been present historically with no current justification.	Removed the NLT; Left Turn movement retained
Noyna Rd	No Entry	NRT	Remove 'cross movements', remove left hook entry to cyclists, reduce congestion in the section	number of collisions (peds, cycles and P2Ws) simplify the movements, reduce risks to vulnerable road users, improve bus progression, mitigate other restriction further south, reduce congestion		Yes	Beechcroft Road area LTN proposed here but the TfL measures would work well in combination and replace our proposed permeable filter/closure.	Number of collisions and increased risks to vulnerable road users arising from cross movements; including pedestrians crossing the side roads therefore feel it is important to retain no entry
Dafforne Rd	No Entry	NRT	Remove 'cross movements', remove left hook entry to cyclists, reduce congestion in the section	number of collisions (peds, cycles and P2Ws) simplify the movements, reduce risks to vulnerable road users, improve bus progression, reduce congestion	Narrow, congested footways and narrow lanes	Dependent on Tooting Bec Road	Appreciate this is to prevent rat running from turning restrictions at junction with Mitcham Road but its still vulnerable to rat running caused by the Tooting Bec Road left turn ban which needs reconsidering. The right turn ban out of here could be hard to swallow if the right turn ban is not lifted from Tooting Bec Road to Balham High Road.	We have allowed the left turn back at Tooting Bec Road therefore we feel we can still have a no entry here.  NRT retained to reduce traffic, reduce collision risks to vulnerable road users, and reduce conflict / tension within the congested section of Tooting Bec to Beechcroft Rd
Fircroft Rd	No Entry	NRT	Remove 'cross movements', remove left hook entry to cyclists, reduce congestion in the section	number of collisions (peds, cycles and P2Ws) simplify the movements, reduce risks to vulnerable road users, improve bus progression, mitigate other restriction further south, reduce congestion		Yes	Beechcroft Road area LTN proposed here but the TfL measures would work well in combination and replace our proposed permeable filter/closure.	Noted approval so kept
Foulser Rd	No Entry	NRT	Remove 'cross movements', remove left hook entry to cyclists, reduce congestion in the section	number of collisions (cycles and P2Ws) simplify the movements, reduce risks to vulnerable road users, improve bus progression, reduce congestion	south bound downward gradient - cycle speeds	Dependent on Tooting Bec Road	Appreciate this is to prevent rat running from turning restrictions at junction with Mitcham Road but its still vulnerable to rat running caused by the Tooting Bec Road left turn ban which needs reconsidering. The right turn ban out of here could be hard to swallow if the right turn ban is not lifted from Tooting Bec Road to Balham High Road.	We have allowed the left turn back at Tooting Bec Road therefore we feel we can still have a no entry here.  NRT retained to reduce traffic, reduce collision risks to vulnerable road users, and reduce conflict / tension within the congested section of Tooting Bec to Beechcroft Rd (as per side roads to the north).
Mandrake Rd	No Entry	NRT	Remove 'cross movements', remove left hook entry to cyclists, reduce congestion in the section	number of collisions (cycles and P2Ws) simplify the movements, reduce risks to vulnerable road users, improve bus progression, mitigate other restriction further south, reduce congestion		Yes	Beechcroft Road area LTN proposed here but the TfL measures would work well in combination and replace our proposed permeable filter/closure.	Noted and kept
Topshaw Rd	No Entry	NRT	Remove 'cross movements', remove left hook entry to cyclists, reduce delay to Beechcroft Rd movements and north bound traffic	location close to Beechcroft Rd signals where traffic will be queuing south bound but potentially running north bound; RT could lead to collisions. Topshaw Rd could also see increased traffic due to proposed restrictions further north.	south bound downward gradient - cycle speeds	Dependent on Tooting Bec Road	Appreciate this is to prevent rat running from turning restrictions at junction with Mitcham Road but its still vulnerable to rat running caused by the Tooting Bec Road left turn ban which needs reconsidering. The right turn ban out of here could be hard to swallow if the right turn ban is not lifted from Tooting Bec Road to Balham High Road.	NRT retained to reduce traffic, reduce collision risks to vulnerable road users, and reduce conflict / tension within the congested section of Tooting Bec to Beechcroft Rd (as per side roads to the north). Queuing at Beechcroft Rd junction reduces visibility of north bound traffic leading to potential collision risks, furthermore RT vehicles need to manoeuvre out through the queue increasing friction and collisions whilst increasing possibility of striking south bound cyclists in the light segregated lane.
Brudenell Rd	NLT	NRT	Remove left hook entry to cyclists, remove RT conflict to queuing traffic and south bound traffic from Beechcroft Rd junction.	location to Beechcroft Rd junction, inter-visibility reduced, cycle speeds south bound due to gradient	pedestrians around 'government building'	Dependent on Tooting Bec Road	still vulnerable to rat running caused by the Tooting Bec Road left turn ban which needs reconsidering.	We have allowed the left turn back at Tooting Bec Road therefore we feel we can still have a no entry here.
<b>Sector 2 - Ansell Rd / Derinton Rd</b>								
Lynwood Rd	NLT	NRT	Remove left hook entry to cyclists, reduce traffic north bound towards Tooting Bec	section here south; is wider, less collisions, better visibility however could see increased traffic due to north side proposals		Yes but Needs associated measures	Remains vulnerable due to left turn ban from Upper Tooting Road to Mitcham Road as with other roads from Lessingham to Totterdown	Kept left turn from Upper Tooting Road into Mitcham Road

Derinton Rd	NLT		Remove left hook entry to cyclists, reduce traffic and ease traffic flow north bound	right turn entry retained with aim to reduce north bound traffic and the proposed No Entries further north	as part of Tooting PTC scheme Derinton Rd was proposed signalised.	Yes but Needs associated measures	Remains vulnerable due to left turn ban from Upper Tooting Road to Mitcham Road	Kept left turn from Upper Tooting Road into Mitcham Road
Ansell Rd	No Entry		Reduce cross movements, remove left hook entry to cyclists, ease north bound traffic movements	known "rat-run" from Lessingham Avenue and Derinton Rd	as part of Tooting PTC scheme Ansell Rd was proposed signalised.	Yes	Agree it's a rat run and no objection to the NO Entry in principle but again needs to be considered in combination with Fishponds Road LTN	Noted and keep due to cross movements
<b>Sector 3 - Tooting High Street</b>								
Totterdown St	NRT		Reduce cross movements, remove dog-leg movement from Gatton Rd, improve traffic flow, reduce risks to vulnerable road users.	know 'rat-run', number of cycle and pedestrian collisions due to cross moving traffic, reduced traffic movements aid bus and cycle progression through narrow section. High pedestrian numbers during peak hours and lunchtime.	High Street feel with high pedestrian numbers and crowded footways. Tooting market access close by, high number of pedestrians crossing the side road	Yes but Needs associated measures	Previous boro proposal from circa 2010 to address known rat run across the TLRN. Potential for future public realm scheme on the short section of Totterdown St.	Due to emergency covid works we need something quick and this could solve collisions and rat running. Solid barrier proposed across Totterdown St access to prevent rat-running and remove the cross movements which have attributed to a number of cycle and pedestrian collisions. Totterdown St serves high pedestrian footfall with cross movements to the markets and location retailers.
Gatton Rd		NRT	Reduce cross movements, remove dog-leg movement to Totterdown St, improve traffic flow, reduce risks to vulnerable road users	know 'rat-run', number of cycle and pedestrian collisions due to cross moving traffic, reduced traffic movements aid bus and cycle progression through narrow section	High Street feel with high pedestrian numbers and crowded footways	yes	Previous boro proposal from circa 2010 to address known rat run across the TLRN..	Noted, Commes as per Totterdown St.
Selkirk Rd		NRT	Reduce traffic from the High Street and Tooting Broadway junction, improve traffic flow efficiency north bound, reduce risks to vulnerable road users by limiting manoeuvres	High street with higher concentration of pedestrians and multiple pedestrian desire lines along and across movements	Tooting PTC proposed to ban the Right Turn at Selkirk Rd	yes		Noted, comments as Gatton Rd and Totterdown St.
Garratt Lane		NLT (NRT existing)	Reduces traffic from the High Street and Tooting Market, reduce risks to vulnerable road users, remove left hook to cyclists	With a Bus and cycle gate the NLT could be omitted. Bus and Cycle gate connect back to the bus lane and bus stops further north on Garratt Lane to give bus priority to this arm.	<90pcu vehicles making Left Turn from Garratt Lane. Existing NRT except Buses	Yes but with conditions	Left turn from Garratt Lane to Tooting High Street needs further associated measures to prevent rat running via Khama Road, and Garratt Terrace otherwise ok in principle if the boro proposal to widen the eastern pavement on Mitcham Road is incorporated outside numbers 1-17 Mitcham Road.	Unfortunately as signals are extremely old we can only look at signal timing changes. Therefore we are proposing to retain the traffic movements here while improving bus and cycle progression
Mitcham Rd	NLT	NLT / NRT	NLT from Tooting High St to remove left hook to cyclists, improve bus progression and reduce delay; extend bus lane to junction SL. NLT and NRT proposed to reduce general traffic from the High St areas both north and south, reducing risks to vulnerable road users and improve bus progression through this section.	Bus and cycle gate proposed on Mitcham Rd which links to the bus stops south east reduces risks to cyclists whilst improving bus priority.	Optimum provisions proposed. Consideration for allowing left and right turns from Mitcham Rd could be considered if the bus and cycle gate were implemented as proposed	Needs associated measures	1) right turn from Mitcham Road to Tooting High Street – is this really necessary to ban? If the proposed bus gate runs on a separate phase there will be sufficient space in junction for right turn queue  2) prefer not to lose the right turn from Tooting High Street to Mitcham Road 3) Left turn ban from Mitcham Road to Tooting High Street, no measures to prevent rat running to roads to south of Mitcham Road – would need TfL LTN funding for this area down to Longley Road	Unfortunately as signals are extremely old we can only look at signal timing changes. Therefore we are proposing to retain the traffic movements here while improving bus and cycle progression  Right turn from Tooting High St to Mitcham Rd retained Left Turns both retained with bus and cycle improvements proposed.
Gilbey Rd	NLT	NRT	NLT to protect cyclists within the bus lane, improve bus progression through to the junction. NRT to reduce potential cycle collisions south bound who have no protection (due to road widths) and reduce potential queuing back to Tooting Broadway junction	Carriageway and footway pinch down significantly south of Tooting Broadway junction with general traffic and bus lane merge along with CS7 cycle route through 3.8m lane south bound; unable to provide protection to cyclists due to the available widths	high concentrations of cyclists and pedestrians, 8 bus routes utilising this section of the corridor, no existing cycle protection	NO	No through road and not convinced volumes warrant the restriction	Proposed NRT ban removed NLT entry ban retained to protect cyclists within the bus lane and reduce bus conflict. Vehicles can still access Gilbey Rd via retained access to side roads immediately south.

Coverton Rd	NLT	NLT	NLT to project cyclists within the bus lane, improve bus progression through to the junction. NLT proposed to reduce traffic heading north and reduce impacts to bus progression.	South bound cyclists protected by segregation thus right turn movement allowed. Noted Gilbey Rd retains left turn but not the right thus splitting the movements from the side roads which join further west.	Access / Exit maintained at Hoyle Rd due to the wider space, increased visibility, fewer pedestrians and connectivity to side roads further north.	NO	No through road and not convinced volumes warrant the restriction	Noted and removed. Note vehicles can access Gilbey Rd from Coverton access retained (left turn entry allowed)
<b>Sector 4 - South to Blackshaw RD / Longley Rd</b>								
Woodbury St	NLT		Protect cyclists (left hooks) emerging from the bus stop by-pass and pedestrians crossing	Bus stop relocated to wider footways to allow cycle by-pass around the bus stop	south bound downward gradient increase cycle speeds	Needs associated measures	Yes but see also graveney ward LTN Longley Road/Mitcham Road/Tooting High Street	Kept traffic movements at Mitcham Road the same. No left turn is to reduce left hook risk to cycles
Sellingcourt Rd			No TTRO's to allow a point for vehicles to access side roads to the east given the NLT's proposed north and south of this point and No Through Rds	Access retained at side road with increased visibility and wider carriageway / footway areas not overshadowed by buildings	allowing access at this point has the potential to create a bottle-neck of traffic movements and will need to be monitored	Needs associated measures	Concern that Sellincourt has a school on it would need approval of the emergency school street on the LSP bid and/or graveney ward (Longley road area) LTN to be funded by TfL	Proposing no left turn into Sellingcourt Rd to reduce left hook risk. Kept traffic movements at Mitcham Road the same. Also allowed left turn at Longley Road.
Trevelyan Rd	NLT		Protect cyclists (left hooks) emerging from the bus stop by-pass	Trevelyan Rd appears to see increased traffic from 'school runs'	south bound downward gradient increase cycle speeds	Needs associated measures	Recommend Low Traffic Neighbourhood is funded	Proposing no left turn into Sellingcourt Rd to reduce left hook risk. Kept traffic movements at Mitcham Road the same. Also allowed left turn at Longley Road.
Longley Rd	NLT		Protect cyclists from left hook traffic, bus lane improves bus progression to and through the junction	Bus stop relocated north to improve bus progression through the section and improve efficiency at the junction south.	relocation of bus stop proposed in Tooting PTC scheme	Needs associated measures	Recommend Low Traffic Neighbourhood is funded due to this banned turn and the Mitcham Road left turn removal	Left turn retained as requested